

SOUTHERN PUBLICITY COMMITTEE.

Mrs. Jesse D. Hammond, Secretary of Organization, Spends Day in Sumter.

Mrs. Jesse D. Hammond, of Dalton, Ga., the secretary of the Southern Publicity Committee spent yesterday in Sumter and was engaged in seeking information about the manner in which the Sumter Chamber of Commerce, the Sumter County Council of Defense, the Woman's Division of the Council of Defense, Liberty Loan, War Savings, and Red Cross committees, the Home Demonstration Agents and other official and semi-official organizations carry on intensive organization work for agricultural, public health, and industrial work of all kinds, working together in a cooperative manner not only to better the social, financial, physical, and moral aspects of the county, but also to get first hand information about how Sumter and Sumter county do these things.

Mrs. Hammond said that she was attracted to Sumter by a copy of a report of the activities of the Sumter Chamber of Commerce and the Sumter County Council of Defense in war work, and the description in this report particularly of how the white and the negro population of this county worked so splendidly together in Liberty Loan, War Savings and Red Cross work. This report had been sent to the South Carolina State Council of Defense by Secretary Reardon by request of Dr. Reed Smith, the executive secretary of that council.

Copies of this report had been sent to the Council of National Defense in Washington, and then distributed to the various State Councils of Defense throughout the country as a model plan of organization and co-operation, and hundreds of the leading papers of this country had printed and commented favorably on the report.

The work of the Sumter County Council of Defense, and the Woman's Division thereof, the organization among the negroes of the county, the splendid responses of the white and negro farmers to the appeal of the government for extraordinary production and conservation of foodstuffs, and the general loyalty and patriotism of the people of this county attracted widespread nation-wide attention.

The Southern Publicity Committee is an organization of leading and influential ladies and gentlemen organized for the purpose "of making known the constructive aspects of race relations in the South." Among the distinguished Southern men on the committee may be mentioned President W. S. Currell, of the University of South Carolina, Editor Clark Howell, of the Atlanta Constitution, James H. Dillard, of Charlottesville, Va., Charles J. Crow, of the State University of Florida, Thomas Jesse, Jones of the Bureau of Education, Washington, D. C., Jackson Davis of the Chamber of Commerce, Richmond, Va., Edward D. Britton, of the Navy Department, Washington, Arthur S. Krock, of the Courier-Journal, Louisville, Ky., Mrs. Percy B. Pennybacker, Austin, Texas, D. P. Toomey of the Dallas News, Dallas, Texas, and other noted Southern men and women.

Mrs. Hammond was interested in the work of the negroes in this county, their industrial traits, their responses to the war calls and purchases by them of Liberty Loan bonds, War Savings, contributions to the Red Cross, their educational institutions, patriotism, ownership of homes and farms, the effect prohibition has had on their habits, prosperity, and physical and moral conditions, also as to what prohibition had done for the white citizens of South Carolina.

She said that the Southern Publicity Committee is not an advocate of social equality between the races, but that this committee seeks to bring about a proper understanding between the white and colored races along industrial lines in order to avoid misunderstandings and to create friendly relations between the races by showing that the white and negro races can get along together in the South if the negroes are fairly treated as they appear to be in Sumter county.

This committee thinks the South is the logical home of the negro, and that they can live here side by side and work with the white people to the advantage of both races, and that there is no reason why the social problems should be injected into the constructive aspects of the situation. The negroes, do not, she thinks, care for social equality, that is not to any extent, but that this phase of the relations need not produce prejudice against the negro because a comparatively few of them may harbor such aspirations which cannot and never will be realized in the South.

Mrs. Hammond met Mrs. Nina M. Solomons, Chairman of the Woman's Division of the Council of Defense and talked over the work of the Woman's Council, the Baby Welfare Work, War Nurse work, and Civic League activities. She was taken by Miss Alice Martin and Secretary Reardon to the Lincoln School where an institute is being held for colored teachers by Principal C. A. Lawton and Dr. L. Bragg Anthony, Supervisor of Negro Schools of this county. She was shown the work of the institute, and the colored school building. Misses Keels and Martin explained the home demonstration department as conducted by them.

Mrs. Hammond was very favorably impressed with the natural beauty of Sumter as she was driven around the city by Miss Martin in her car, and thought Sumter's many miles of paved streets and sidewalks, churches, school buildings, residences, and lawns wonderful indications of culture and progress. Mrs. Hammond came especially with the idea of learning first hand of the way "Sumter does things" as she put it. "Sumter feels highly honored in having this lady pay us a visit. She met a number of Sumter citizens at the Chamber of Commerce during the day."

Dr. and Mrs. J. G. DeLorme have returned from Murrell's inlet.

THE GREAT RED CROSS.

What Was Done in Italy During the Austrian Defeat in June.

Italian Front, July 4.—The full story of the work of the American Red Cross in Italy during the Austrian defeat of June 14-21 will never be written. Some of it lies in the experience of young American volunteers in canteens at advanced posts who cooked for every combatant who appeared until ordered to fall back out of fire. More is in the memories of Red Cross ambulance men who for ten days and nights drove their freight through continuous shell-fire and occasional machine gun attack. The remainder is buried in columns of fires at headquarters in Rome from which, within a few hours of the first warning, supplies were poured along every road to the front.

Before dawn on the night of June 14, the first Austrian shock came. Behind the waiting Italian army were four sections of American Red Cross ambulances. Many of the Americans on duty were new to Italy, and to war. The others were veteran drivers from the French front, some of whom began their service long before the United States declared war. The curious fact is that between the records of the veterans and the amateurs there stands today little difference. Cool-headedness under fire is soon learned if it can be learned at all; and to balance the veteran's experience the new man is frequently the more eager, in a career in which the value of eagerness runs a close second to exteriority and common sense.

A report made to the Italian Supreme Command by the Commander of American Red Cross Ambulance Section No. 2, the largest of the four sections, takes special notice of the acts of a volunteer, Goldswaite H. Dorr, of Nutley, N. J., on the night of June 14. He was on duty at an advanced post which was hit by an enemy shell, which demolished part of the house, and completely covered his ambulance. Returning to the headquarters of the section, he there took charge of another ambulance and returned to the field of battle in order that he might continue his work of pity.

The report of Section No. 2 is full of similar instances of bravery. John Walter Miller, Jr., of Kenora, Ontario, Canada, and Frederic J. Azate of Scarsdale, New York, were ordered to a front post. Arriving at a cross road they found it covered with barbed wire obstacles and two machine guns in place. With the help of the machine gun operators, they tore down and opened the barbed wire, and advanced 300 metres further, and reached a house where the wounded were being cared for while bullets of the two armies were raining all around them. Having loaded their automobile with wounded, they returned to the stations where the injured received first-aid treatment.

At 3 o'clock on the morning of the 15th, the Commander of the section judged by the intensity of the bombardment that a certain advanced post required a reinforcement of ambulances. Four volunteers were detailed for this duty. They were Clarence F. Roe, of Chicago, Ill., Dudley F. Wolf, of Irvington-on-Hudson, New York, Lucius H. Davidson of Great Village, Nova Scotia, and John A. Gordon, of Barre, Vermont. They advanced to this post, in spite of a violent enemy bombardment of shells and tear-gas bombs. (One of these men is now in Milan, being treated for a serious condition of the eyes due to gas.) This medical post became so dangerous during their work there that it had to be abandoned but they continued to carry wounded, gathering them from the road. And this task was continued and accomplished by them day and night during the entire offensive.

On the night of the 17th, two of the new volunteers who had just joined the section distinguished themselves. Walter J. Feder of Cincinnati, Ohio, and Robert C. Cory, of Newark, N. J., went to a front post where fighting was very fierce, and were stopped by a colonel, who told them it was impossible to proceed. At this very moment, the colonel was struck and seriously injured by a piece of shell. They carried him immediately to a surgical station; on their return they were stopped at a bridge of military police, who said it was fatal to go further; but taking advantage of a moment's inattention on the part of the guards, they went on in spite of this warning, and succeeded in carrying a great number of wounded from this area.

Not long after the first ambulance moved, American Red Cross canteens sprang up at favorable sites just behind the lines. Ten canteens had been in operation under the Department of Military Affairs for months; seven more were added immediately. The emergency group were placed, equipped and directed by B. Harvey Carroll, American consul in Venice. Out of a long experience in Red Cross relief in that besieged city, Mr. Carroll was able within twenty-four hours to gather and ship through the teeming zone of operations enough coffee, cigarettes and chocolate to supply stations where the daily average of men served was sometimes as high as 2,000. Each post was directed by two American Red Cross men for that purpose.

Early in the offensive, a death occurred in the American Red Cross forces. Lieutenant Edward M. McKee of New York city, who had taken the first American canteen to the Italian front last winter and who had lately moved to a site on the Piave front too hazardous to be entrusted to younger men, was instantly killed by a shell on the morning of June 17. Lieut. McKee was buried the next day, his grave marked by a plain wooden cross, inscribed with his name and rank, like the row of Italian dead beside him. A small American flag has been placed beside the cross, and throughout the battle his Italian friends kept fresh flowers on the grave.

Besides these canteens in the very center of the busiest fire, there were other and usually busy Red Cross rest-houses at the railway stations in the rear. At these junctions, tired columns of men on their way to a short time repose encountered fresh troops

Marching toward the battle. At one important junction, where the troops of three allied armies emerged and separated for their various sectors, an American Red Cross canteen had been hastily perched under a spreading tree opposite the station entrance, looking for all the world like a youngster's lemonade stand on a circus day. Here an American woman volunteer worked day and night.

The most difficult moments of that job were the times of passage of hospital trains, when steaming cauldrons were transported to the station platform and cups of hot coffee held to the lips of men too seriously hurt to move. Otherwise, the daily and nightly vista there, as elsewhere, was one long succession of dust-covered columns, brown faces and hungry mouths.

On the shoulders of the officials at headquarters in Rome rested, chiefly, the problem of transportation. Supplies that had been stored at some distance from the lines had to be moved to the front, and the vacancies filled from below.

Already, northern Italy had been covered with a network of stores at strategic points, and emergency communications marked out. When the attack came, within three hours after the early news reached Rome, the emergency mechanism was at work. By railroad, by automobile, occasionally by boat and frequently as the handbaggage of Red Cross officers hurrying to the front, supplies moved forward. A procession of laden camions started from centers in northern Italy.

Thus every department of the Red Cross worked as a unit during these days of excessive stress; each American working in harmony with his Italian comrades toward the victory which was uppermost in the hearts of all.

THE FUTURE OF AVIATION.

May Be Largely Used in Exploration and Preliminary Surveys.

London, Aug. 20 (Correspondence of The Associated Press).—Airlplanes will be widely used, after the war for purposes of exploration and survey, said Harold Prichouse, of the Royal Geographical Society, to a representative of The Associated Press, commenting on the announcement that Captain Amundsen's arctic expedition, which has just sailed, has taken three airplanes as part of its equipment.

"Captain Amundsen will use these airplanes for geographical and meteorological research in the Arctic," said Mr. Prichouse, "and they should prove very useful in this connection. With peace will come a large extension of the use of the airplane in exploration."

"There is no reason why the remotest parts of Africa or the upper waters of the Amazon should remain unmapped. Aerial photography has reached a stage when all that is necessary for exact map-drawing is a continuous series of air photographs. Tracts of Portuguese East Africa, which had never before been charted, were, in fact mapped by means of the air photography of British aviators."

"The undiscovered natural resources of a new country can be observed from airplanes. The eye of the observer reveals much; the air camera even now is an excellent guide in indicating the kind of wood growing in a forest, and will be of greater utility still as the development of aerial color photography progresses."

Railway survey through savage lands, which, both in life and money, has been a tremendously costly preliminary to construction, will become safe and so cheap as to present no financial obstacles whatever, to a survey which uses aerial photography."

"Not only can the course of rivers be traced, but their navigable channels can be ascertained, and the combined discovery made of valuable natural products together with the best means of transporting them by river."

"Water, then as now, will probably be the explorer's chief guide and his machine is more likely to be of the seaplane type, with floats than the airplane type, with wheels. He will fly high, and should he have to make a forced landing, will steer for lake and river rather than for the rare open spaces of a tropical forest."

"For the air explorer, the romance of flying will persist; the value of the work he will do is obvious; and there are many pilots in the allied armies today who will find in aerial exploration play for the typically British spirit of adventure."

"In the future of aviation there is elbow room for all, the sportsman-pilot will find in exploration by air an enterprise made to his taste."

NO PEACE IN SIGHT.

Germany and Austria to Save Breath.

Washington, Sept. 6.—Germany and Austria have agreed that the present is no time to start a peace offensive, according to a dispatch from Switzerland today commenting on the recent conference at Vienna between Admiral von Hintze and Count Turi.

This message said the Teutonic foreign ministers agreed that the entente must be made to realize that Marshal Foch can not break the German front and that years would be required to defeat Germany.

An official French dispatch commenting on the report notes that the ministers did not speak as in the past of a victorious Germany dictating peace terms.

American Casualty List.

Washington, Sept. 6.—The army casualty list today totals 745 as follows: Killed, 59; missing, 179; wounded severely, 263; died of wounds, 26; died of accident and other causes, 2; wounded, degree undetermined, 254; died of disease, 3. Clarence C. Bonds, Georgetown, S. C., Charlie D. Bramley, Laurens, S. C., Richard G. White, Charleston, S. C., Clarence F. Freeman, Greenville, S. C., wounded, degree undetermined. George C. McCleary, Mt. Carmel, S. C., Frank Etheridge, Leesville, S. C., Dewey G. Beaves, Greenwood, S. C.

AMERICAN TRANSPORT TORPEDOED.

Mount Vernon Attacked on Return Voyage—Ship Returns to French Port.

Washington, Sept. 6.—The United States army transport Mount Vernon, formerly the North German Lloyd liner Kronprinzessin Cecilie, was torpedoed by an enemy submarine yesterday 200 miles from the coast of France while homeward bound, but was able to return to port. The report of the navy department today made no mention of any casualty and it was assumed that no one was injured by the explosion.

No military units were on board, but the big liner probably was carrying some sick and wounded American soldiers in addition to her crew of probably 600 or 700 navy men. The extent of the damage was not given in the department's advice, but from the fact that the vessel was able to return to France at a speed of 14 knots, officials conclude that she was not badly damaged.

The Mt. Vernon is the second of the great German liners taken over when this country went to war to be torpedoed. The first was the President Lincoln, which was sunk recently off the coast of France.

Before the war the Kronprinzessin Cecilie plied between New York and European ports and when the war began she was on the high seas bound for Cherbourg and Plymouth with \$12,000,000 in gold bullion in addition to many passengers. Instructions were sent to her from Germany by radio to return to this country and the liner immediately put back. Suit was brought against the North German Lloyd line by banks in New York for failure of the vessel to deliver the gold and the case finally came before the supreme court which decided against the banks. Later the vessel was seized for the shipping board, which had her put in sea going condition, the crew having damaged the engines. The navy finally took the ship over and she was converted into a transport to carry American troops to France. The Mount Vernon is of 19,502 gross tons and before conversion had a passenger carrying capacity of about 2,000. Her speed is 23 and a half knots an hour.

WAR UP-TO-DATE.

Americans Place Machine Guns in Motor Cars to Chase Huns.

With the American Forces on the Aisne Front, Thursday, Sept. 5 (By the Associated Press).—In their endeavor to keep up with the Germans who are retreating beyond the River Aisne, the Americans have organized automobile machine gun detachments with three men to each car. More than 30 cars were operating north of the Vesle River early today. As not much German infantry had been sighted the automobile machine gunners were uncertain just where their advance might lead them. The outfit had supplies of food and equipment to enable them to keep after the Germans for four days. As the Americans pressed forward it was a different sight than that which had greeted them in their advance from the Marne to the Vesle. From the Vesle northward over the plateau the Germans had cleaned up virtually everything and were burning that which they could not move northward or which might be of use to the French and Americans. Between the Marne and the Vesle the Germans had left great stores of supplies because of their hasty withdrawal.

The roads on the plateau north of the Vesle were in fairly good condition, although in some places over-avines the Germans had endeavored to destroy small bridges.

The plateau for every few miles was dotted with frames of German air-dromes from some of which the Americans say the German raiders who bombed Paris evidently operated. The American officers believe that his plateau must have been the principal German aviation site for operating against Paris and the districts in between.

Before the advancing Americans in the desolate valley of the Vesle between Bazoches and Fismette the Germans burned the freight cars along the railroad and the twisted skeletons of the cars are standing on the tracks. The trees along the roadway between Bazoches and Fismette had been cut down by German saws and German shells. The stone houses in Fismette have shell holes in their sides and roofs and some were smashed by German bombers who vainly endeavored to drive out the Americans.

For motor fire apparatus a nonskid cushion tire has been invented that resembles two round tires set close together and with the sides of the groove marked with staggered indentations.

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CHAMBER OF COMMERCE NOTES.

The Early Closing of Stores is Really a War Measure to Save Fuel.

Not a little unfavorable comment is being made about a few Sumter merchants who fail to close their stores at 6 o'clock every evening, for five days of each week, and at 9 o'clock on Saturday night.

The closing early movement was inaugurated as a war measure, and is a patriotic movement to save fuel to help win the war. There can be no doubt that the thousands of consumers who have to buy groceries and other supplies will gladly cooperate with the merchants to save fuel.

The merchants who fail to comply with the big majority of their fellow business establishments will no doubt lose more in the long run than they will gain, because public sentiment is a strong factor to buck against, especially during war when everybody is worked up to a high pitch of enthusiasm and patriotism.

Of course, it is conceded that every man has the right to run his own business to suit himself provided he violates no law of the land, and does a legitimate business.

However, the question of saving fuel is a public matter of more than ordinary interest, and while any merchant may reserve the right to go contrary to the opinions and actions of an overwhelming number of his

fellow merchants, nevertheless public sentiment enjoys the same unrestricted right to prevail as has the private opinion of any merchant who bucks public sentiment. It is after all a matter of choice.

Those who seek to conserve fuel as requested by the United States government are seeking to furnish the boys who are fighting and dying with means of transportation, and food to eat, because cutting down of unnecessary lights means using of less coal right now to generate steam to create electricity, and later on the six o'clock closing will save thousands of tons of coal used in heating business places.

SECOND GAME TODAY.

World's Series Not Attracting Usual Crowd.

Chicago, Sept. 6.—With the Red Sox one game in the lead, the National Leaguers are confident the Americans will not be able to repeat this afternoon. There were only between fifty and seventy-five early applicants for bleacher seats. The scarcity of policemen was noted.

The fellows who have had safe and soft jobs in Washington and elsewhere will be convinced that war is hell when they read Secretary of War Baker's latest order. There are no bomb proof jobs for husky heroes who enjoy campaigning on Pennsylvania Avenue.

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